

ROYAL NAVAL DIVISION.
KUNING BATTALION.
THE ADMIRALTY have given
official permission for raising a
Pattalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Pond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

"WOLF"
MOTOR
CYCLES.
Call and inspect our stocks.
Prices delivered Hongkong.
41 H.P. £35.
4 H.P. £20.
ALEX. ROSS & Co.,
4, Des Voeux Road Central,
Phone 27.

No. 17,869.

號九十六百八千七萬一第

日九初月七年卯乙

HONGKONG, THURSDAY, AUGUST 19th, 1915.

四拜禮

號九十月八年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Aug. 20th.—Europe (via Siberia), per S.S. LIANGCHOW.
Aug. 23rd.—Europe (via Negapatam), per S.S. CONDILLERS.
TO DEPART.
Aug. 19th.—Europe via Siberia, at 3 p.m., per S.S. CHENAN.
Aug. 19th.—Formosa via Keelung, Shanghai, North China, Japan, B.C., Nagasaki, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada, at 3 p.m., per S.S. SHIMONOSEKI.
Aug. 21st.—Europe via Siberia, at 5 p.m., per S.S. ANMER.
Aug. 23rd.—Philippine Islands, Formosa via Keelung, Japan, via Moji, Victoria, B.C., Tacoma and United Kingdom, at 11 a.m., per S.S. Mexico Manu.
Aug. 21st.—Saigon, Straits, Western Australia, Adelaide, Aden, Egypt and Europe, at 4 p.m., per S.S. NERA.
Aug. 24th.—Shanghai, North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco and United Kingdom via Canada, at 11 a.m., per S.S. Chiro Maru.
Aug. 24th.—Europe via Siberia, at 11 a.m., per S.S. Chiro Maru.
Aug. 26th.—Straits, Ceylon, Marseilles and London, at 11 a.m., per S.S. Suwa Maru.
S.S. Suwa Maru further returns and for Mails to and from the Coast Ports, Manila, Batavia, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [724]

KAISU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT
SOLE PROPRIETORS OF "KASIMA OCHI, MUTABE, YOSHINOTANI, HAKAZUTA, BAYO, SHINNEW AND KAMIMADAMA Collieries.
AGENTS FOR
SAKATO AND OYUBARI Coals.
HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, KOBE, KATSU, WAKAMATSU, OTSU, MURORAN, HAKODATE, KOFU, OSAKA, KURE, YOKOHAMA, NAGOYA, TSUBUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above: "FWASAKI."
Cable: AL A.B.C. 5th Ed., Western Union.
AGENTS—
CHINKIANG—Messrs. GRADING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BROWN & Co., Ltd.
GLASGOW—Messrs. A. B. BROWN, McFarlane & Co., Ltd.
For Particulars, apply to
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [54]

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
1.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 15 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 15 " "
1.15 " " 2.15 " " 15 " "
2.15 " " 3.15 " " 15 " "
3.15 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 15 " "

NIGHT CARS.
1.50 p.m. and 8.00 a.m. 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 15 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 15 " "
1.00 p.m. to 6.00 " " 15 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 15 " "

NIGHT CARS on Week Days.
1.00 " " 8.10 " " 15 " "

Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 12th June, 1915. [467]

DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Steam Engines, Steam Turbines, Turbine-Alternators, etc., etc.
Parsons' Steam Turbines and Turbo-Alternators, etc., etc.

NAGASAKI DOCK.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Dock No. 1. Dock No. 2. Dock No. 3.
Length on Keel Blocks ... 510 feet ... 270 feet ... 714 feet.
Width of Entrance on bottom ... 77 " ... 83 " ... 84 " " "
Water on Blocks at Spring Tide ... 33 " ... 34 " ... 34 " "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU" 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE DOCK.
TELEGRAPHIC ADDRESS: "WADADOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 480 feet ... 580 feet.
Max. Breadth of Ship taken in ... 58 " ... 66 " "
Max. Draft of Ship taken in ... 22 " ... 28 " "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA DOCK.
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 " "
Depth of Water on Blocks at Spring Tide ... 25 " 7 " "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [606]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.
Competes with the best quality English Coals for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST GRADE
FIREBRICKS
FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAIHAN, HONGKONG.
TELEPHONE NO. 1030.
DODWELL & CO., LTD.,
AGENTS.
Hongkong, 1st October, 1914. [44]

SOUTH MANCHURIA RAILWAY.

TRAVES THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.
THE SHORTEST, QUICKEST AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.
Time-Table from May 1st, 1915, until Further Notice.
Owing to the War the THIRICE WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of temporarily equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Saiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

SOUTH BOUND.

		Connecting at Hailuo for the Trans-Manchuria Service to Peking.								with the Service in	
1st Class	2nd Class	3rd Class	Parcel	1st Class	2nd Class	3rd Class	Parcel	1st Class	2nd Class	3rd Class	Parcel
1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.	1.00 a.m.
1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.	1.15 a.m.
1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.	1.30 a.m.
1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.	1.45 a.m.
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3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.	3.15 a.m.
3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.	3.30 a.m.
3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.	3.45 a.m.
4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.	4.00 a.m.
4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.	4.15 a.m.
4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.	4.30 a.m.
4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.	4.45 a.m.
5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.	5.00 a.m.
5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.	5.15 a.m.
5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.	5.30 a.m.
5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.	5.45 a.m.
6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.	6.00 a.m.
6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.	6.15 a.m.
6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.	6.30 a.m.
6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.	6.45 a.m.
7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.	7.00 a.m.
7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.
7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.
7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.	7.45 a.m.
8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.
8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.	8.15 a.m.
8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.	8.30 a.m.
8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.	8.45 a.m.
9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.	9.00 a.m.
9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.	9.15 a.m.
9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.	9.30 a.m.
9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.	9.45 a.m.
10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.	10.00 a.m.
10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.	10.15 a.m.
10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.	10.30 a.m.
10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.	10.45 a.m.
11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.	11.00 a.m.
11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.	11.15 a.m.
11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.
11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.
12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.	12.00 p.m.
12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.
12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.
12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.	12.45 p.m.
1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.
1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.
1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.	1.30 p.m.
1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.
2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.
2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.
2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.	2.30 p.m.
2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.	2.45 p.m.
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3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.
3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.	3.45 p.m.
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4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.	4.15 p.m.
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4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.
5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.
5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.	5.15 p.m.
5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.	5.30 p.m.
5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.	5.45 p.m.
6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.	6.15 p.m.
6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.
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7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.
7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.
7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.
7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.	7.45 p.m.
8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.
8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.
8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.
8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.	8.45 p.m.
9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.
9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.	9.15 p.m.
9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.	9.30 p.m.
9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.
10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.
10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.	10.15 p.m.
10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.	10.30 p.m.
10.45 p.m.	10.45 p.m.	10									

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HONGKONG'S CONTRIBUTION
TO THE ARMY.LIST OF MEN WHO HAVE GONE
FROM HONGKONG.We give below the roll of men who
have volunteered locally to join the
new Armies and have been sent home from
Hongkong, at Government expense.
Some went as officers, others as privates.
Many are men from neighbouring ports
and the places they came from are in-
serted against their names where
known:-Baigree, A. O.
Bailey, A. D.
Baker, Dr.
Barlow, R. C.
Barnett, D. W.
Barnes, R. W. D.
Barratt, T.
Bateman, R.
Beattie, R.
Beckett, O.
Bird, L. G.
Blenkinson, D.
Blount, E.
Bollard, J. C.
Bond, J. H.
Bosker, F. E.
Boyd, J. D.
Brace, F. L.
Briggs, A. F.
Brown, W. J. (Shanghai).
Buckingham, C. H.
Burton, R. N.Chalmers, J. S.
Cherney, H. (Shanghai).
Chunnett, N. C.
Church, W. H.
Coleman, F. H.
Collins, L. O.
Conlon, M.
Cooke, J. E.Dunn, F. V.
Dixey, H. G.
Dove, W. G.
Drury, L. F.Emery, Dr.
Eustace, C.
Ewens, W. B.
Evers, E. W.Ford, R. A. Duckworth.
Foster, R.
Foster, N. G.Goods, R.
Goulding, W. G.
Gowan, E. C. (Shanghai).
Gowan, G. H. (Shanghai).
Graham, J.
Green, M.
Griffin, M.
Griffiths, R. H.
Gumprecht, G. E.Haddon, Dr.
Hall, A.
Hall, E.
Harrison, H. W. (Shanghai).
Henderson, C. D.
Holden, A. (Manila).
Humphries, J. E.
Hutchinson, D. J. (Shanghai).
Hutchinson, A. H.Jorge, G. C.
Joseland, A. N.
Kelly, C. J.
Kennedy, L.
Kennett, R.Ladd, W. (Macao).
Lambie, A. E. B.
Langstone, A.
Lapsley, R.
Lefevre, W. A.
Leslie, H. W.
Lewis, D. J.
Lobell, F.Matthews, E. W.
May, H. J.
McCloud, J. M.
McLean, A.
McNair, R. H.
McNeil, S. D. (Manila).
Millings, C. R.Mills, A. F.
Mooney, R. J.
Moseley, W.
Munroe, J. A.
Munroe, R. C.
Murdock, A.Olive, O. E. M. (Canton).
Openshaw, A. D.Pattison, A.
Phillips, H.
Picher, C. R.
Procter, G. D.Reid, G. A.
Richardson, A.
Robertson, J. T.
Rogers, G. W.
Rohleston, J.
Rowe, C. S. Benbow.
Russell, T.
Ryder, R. C.Smith, D. D. M.
Smith, J. A.
Smith, J.
Sheffain, F.
Sherratt, P.
Somers, F.Stanford, B. A.
Stevens, W. M. (Canton).
Stokes, R. A.
Stonnie, A. P.Taylor, C. G.
Taylor, F. O.
Towill, S. E.
Travis, J. J.
True, C.Vernon, T. C.
Victor, H. E.
Wakeford, H. G.
Wernock, R.Watt, J.
Weatherall, E.West, C. (Shanghai).
White, H. J.Wilson, C. A. J.
Wilson, T. O.Wilson, F. R.
Wilson, H.

Wilson, W.

In addition to the above, several men
have paid their own passages home, while
a number of Hongkong-born lads at
Home, in training for a career, have
joined the Forces. Of these there
is no official record in the
Colon. We mention below those
whose names we are able to call to mind
at the moment. There are doubtless
many others, and in order that the list
may be made as complete as possible, we
would welcome additions from our
readers:-Brayfield, T. H. G.
Caldwell, Roy.
Chatham, W. H.
Chatham, W. H. C.
Elborough, A. C. E.
Gilman, L. H. (Canton).
Gresson, J. E.
Lamont, F.
Lang, L. V.
Robson, T. E. S.
Temperley, A.
Walker, C. N.

*Killed in action.

BRITISH TRADE RETURNS.

SIX MONTHS' RESULTS.

For the half-year the imports show an
increase of 11.15 per cent., the exports a de-
crease of 28.12 per cent., and the re-exports a
decrease of 15.41 per cent., as under:-

Imports 6 Months.....	\$128,103,845
Increase on 1-11.....	33,900,788
Exports 6 Months.....	\$138,622,888
Decrease on 1-11.....	71,834,723
Re-exports 6 Months.....	\$51,323,020
Decrease on 1-11.....	7,933,394

The imports of bullion during the six
months amounted to \$11,285,123, compared
with \$34,694,983 during the corresponding
period of 1914, while the exports of bullion
were \$9,610,911, against \$20,778,242 in the
first half of last year.Commenting on the returns for the month
of June the *Daily Telegraph* says:-Once more the Board of Trade returns for
June show the utter absurdity of the German
claim that their submarine blockade is para-
lysing British overseas trade. Last month
our imports were the largest on record, the
highest previous monthly total having been
\$74,062,000, in December, 1912 - or \$2,000,000
less than the figures just to hand. Our ex-
ports naturally show a diminution, because
three important markets in Germany, Aus-
tria-Hungary, and Turkey are no longer
available. But a further recovery in the
re-exports is noticeable, and on balance our
total foreign trade in June was nearly
twelve millions greater in value than in the
corresponding month of 1914. The inter-
ested progress that we are making will be
seen from the percentage changes month by
month this year, the comparison being with
the same months of last year:

	Imports.	Exports.	Re-exports.
Inc. or dec.	Decrease.	Inc. or dec.	Decrease.
March.....	+12.91	-32.21	-1.74
April.....	+19.55	-19.48	-7.74
May.....	+21.22	-20.05	-1.23
June.....	+39.60	-16.65	+6.81

This table speaks for itself. The increase
on the imports is being steadily accelerated,
the shrinkage in the British exports is being
steadily reduced, and as regards the re-exports
of foreign and Colonial merchandise, the de-
creases during the first five months of the year
have now changed into an increase. In con-
nection with the last classification, it may be
pointed out that Holland and Sweden each
took about five times as much cotton as in
June, 1914, and that during the past half-year
we have shipped to Sweden 125,433 cwt. and
to Holland 250,628 cwt. of cotton, against
18,642 cwt. and 17,782 cwt. respectively
in the same period of 1914. It is believable
that these two countries require so much
more for their domestic consumption than
has hitherto been the case?

DETAILS OF IMPORTS.

Of the total increase in the imports, about
three-fifths represent foodstuffs, which are up
\$10,379,333 in value. A good deal of this is
due to higher prices, especially of wheat,
meat, and sugar. The United States again
benefited the most, as we received from that
quarter more wheat, oats, bacon, hams,
cheese, tobacco, etc., and Argentina was a
good second throughout her shipments of wheat,
maize, frozen beef and mutton. There was a
considerable reduction in the supply of
potatoes, sugar, and eggs, but more tea,
coffee, and cocoa came to hand.Under the head of raw materials, in which
the increase is \$7,725,403, there are satisfac-
tory gains in textile materials, oils, and
rubber. We received an additional 1,511,592
cwt. of raw cotton, practically all from the
United States; 24,836,316 lb. more hamp and
wool came to hand from Australia and British
South Africa; Russia sent us more flax, India
and the Philippines more hemp and jute. We
got more linseed from the Argentine Re-
public, more cotton seeds from Egypt, and
more tallow from Australia, New Zealand,
and China, but our imports of petroleum
were nearly 5,000,000 gallons smaller though
the cost was only \$61,362 less. Our receipts
of rubber increased 38,705 cwt. in quantity
and \$162,062 in value, the larger supplies
coming mainly from the Straits Settlements,
the Federated Malay States, and Ceylon. In
the category of manufactured goods, there is
nothing to notice except an increase of
\$13,313 in chemicals.

EXPORTS GRADUALLY IMPROVING.

Coming to the exports, the features are
much the same as in previous months, except
that the reductions are smaller. With
Germany, Belgium, Austria-Hungary, and
Turkey unable to purchase from us it is not
surprising that our shipments of coal have
fallen 2,274,000 tons, with a decrease of
\$762,375 in value. For the same reason our
exports of wool are down \$187,000, the total
decline in raw materials coming to \$261,064.
The principal decreases in manufactured
articles comprise \$215,943 in iron and steel,
\$1,242,180 in machinery, \$200,046 in new
ships, \$1,632,121 in cotton fabrics, and
\$243,356 in woollen goods. We sold a larger
quantity of cotton yarn especially to France,
Holland, and the Scandinavian countries,
but the price was lower. There was a
considerable falling off in cotton piece goods,
though it was smaller than in previous
months. China, the Dutch East Indies, Bom-
bay and Madras taking less.HOW MR. W. DAVIDSON MET
HIS DEATH.[BY A COMPANION IN THE LONDON SCOTCH-
SMITH.]A member of the London Scottish, writ-
ing to the *Dundee Advertiser*, gives some
interesting details of the work of that Regi-
ment in the field and an enthusiastic de-
scription of how Lee Corporal Davidson,
a Shanghai man, late of Messrs. Jardine,
Matheson & Co., met the death. On the
afternoon of Sunday, June 13th, his com-
pany was moved up to the trenches, where
for two days they had a fairly easy time."Things were vastly different," says the
writer, "with the platoon occupying the
position on our extreme left. So very
trying did they find it, it was necessary to
relieve them after twenty-four hours by
another party, who in turn had to be re-
lieved by our platoon on the day following.
We changed into this position about 4.20
p.m. on the 15th, and had not long to wait
before finding what the trouble was. In-
deed, during the operation of changing
places, we had to dodge heavy trench mor-
tar bombs - by no means an encouraging
start."

A HOT CORNER.

Our new position was within twenty-five
yards of the crater of an exploded mine,
which was occupied and fortified by a
particularly vicious and spiteful crowd of
Huns, who by their aggressiveness had
caused a great deal of trouble to several
different battalions who had preceded us.
At frequent intervals during the after-
noon and evening we were subjected to a
bombardment of hand and rifle grenades,
varied occasionally by trench mortar
bombs. Every man had to keep a sharp
lookout, and to display considerable agility
in dodging missiles that showed a tendency
to come anywhere near us.The only way we could check them at
all was to adopt their own methods, and
in addition, to pour rapid volleys into
them. Our three bombers, led by
"Bunnie" Davidson, did some magnifi-
cent work, and but for that it would have
been absolutely impossible for us to have
stood the strain for very long. At dusk
the Huns started another bombardment,
which was very soon checked by our fellows,
who handed back much more than they
received. At nine o'clock, however, we
were destined to suffer an irretrievable
loss, and one from which many of us have
not yet recovered, and are not likely to
for some time to come. Poor old
"Bunnie," who was directing operations
in his usual fearless style, was in the act
of throwing a bomb, when the fiendish
thing burst in his hand, killing him in-
stantly, and wounding two others. I
was within a few yards, and managed to
catch Jimmie MacFarlane as he staggered
and fell in my direction. He was suffer-
ing intensely from countless superficial
wounds, and mostly from the severe shock.
It was while I was busy tending to him
and awaiting the arrival of the dressers
and stretcher-bearers that I learned of
poor "Bunnie's" actual fate, but it was
only in a dull, vague kind of way that I
was able to understand all that it meant.
By 10.15 the darkness was deep, and we
soon able to hand him over to the dressers
who arrived, immediately followed by
Captain Newington. He recovered con-
siderably, and was able to wish us a cheery
good night. About an hour later he was
removed to the dressing-station. Later he
was got away very, very comfortably to
hospital.The stretcher-bearers, wonderful fellows
- were also able to move poor "Bunnie"
long before midnight. Owing to the excel-
lent work accomplished by him and his
assistants, the Huns were silenced for the
night, which was, indeed, fortunate for us.
Had they continued to bombard us in our
narrow trench, crowded as it was while we
were attending to our casualties, there is
no telling what would have happened. We
certainly would have suffered still further
loss.

MORNING STAND-TO.

The usual "stand to" came at 1.40,
rather earlier than usual. So far as our
little party was concerned, it was quite
unnecessary, as we had been standing-
to without sleep throughout the night,
and continued to do so until late the next
afternoon. During the whole of that time
the behaviour of the Huns was much sub-
dued, and I don't suppose more than a
dozen missiles came in our direction. All
the same, the suspense was still there, and
we were not sorry to be relieved, as we
were after 6 p.m., just two hours later, by
another battalion. A march of seven miles
at rather a quick pace brought us back
very tired, and so thoroughly worn out
that we got down to it at once, and you
can have no idea what a real luxury a hard
wooden floor can be in such circumstances.
"Bunnie" was buried in the local
churchyard, at 11.15 on the morning follow-
ing his death. We would have liked very
much to have been present at the burial,
but it was found impossible for us to leave
our position, and we were consequently
very disappointed indeed. I am only
beginning to realize what his death means
to me, for ever since poor old Bobbie Rob-
inson's death we have been closer friends
than ever. It is truly hard on us to lose
two of the finest fellows who ever breath-
ed, both of that lion-hearted type that
knows not the name of fear. It is gen-
erally believed that the cause of the pre-
mature bursting of the bomb was a defect-
ive fuse, and it is impossible to imagine
any other, for "Bunnie" was most skil-
ful in the handling of these explosives, and
it was certainly not due to any carelessness
on his part.It was grand to see him at work as I
saw him that afternoon. With a deter-
mined and fearless expression he would
calmly ignite the fuse, and with wonder-
ful accuracy hurl it often right into the
centre of the German position. Later I
saw him with his party firing rifle
grenades from difficult and unexpected
positions. He was full of resource and
proved a veritable thorn in the sides of the
savages opposite us. He had been engaged
on this particular work for two whole days,
with practically no rest to speak of.
In to-night's orders the battalion is con-
gratulated on the work achieved during
the three days we occupied that part ofthe line, and though no names are men-
tioned reference is made to the fact that
the enemy's aggressiveness was changed to
almost abject submission during that
period. How much credit is due to
"Bunnie" and his two assistant bombers
only those of us who saw him at work can
appreciate. If the dear old chap could
have been present to-night to hear orders
read - but, after all, he died bravely - no
one could die more bravely - and that must
be some consolation to all of us.

THE PARADOX OF IMPORTS.

In its issue of July 9th *The Times* says:-
"These enclosures are a terrible nuisance -
but we shouldn't like not to get them." Thus
run one of the late Fred Leslie's favourite
"gags" in the old days of Gaiety burlesque,
when he was recited for a song and dance
for perhaps the fifth time. We may apply
the same paradox to the figures for our im-
ports. The June returns show them to have
been larger last month than in June, 1914,
by nearly 18 millions, while for six months
the increase is over 53 millions. Since our
exports have declined - by some six millions
for June alone and by nearly 80 millions for
six months - we have an embarrassingly large
balance of trade against us. The financing
of it is, economically, a "terrible nuisance,"
and is creating one of our most
pressing national problems arising out of
the war. Because of the decline in the
American exchange, therefore, while we
must strive to increase our exports, every-
body must economize as much as possible in
order to reduce the imports and so lessen
the bill for them to be paid abroad, for which
the sending of gold becomes necessary. But
meanwhile there is, of course, another side
to this unfortunate excess of imports, and its
drain on our gold reserves. We "shouldn't
like not to be able to get them" - and be in
like case with Germany. The fact that, in
spite of all the German submarines, we are
getting more imports than we can con-
veniently pay for by the usual course of
trade, shows what the supremacy of the
British Navy really means. It also shows
what British credit means.THE PROBLEM OF THE AMERICAN
EXCHANGE.For the moment it is the raising of the new
War Loan that naturally monopolizes atten-
tion in financial circles here. The question
of our gold reserve, and the drain on it caused
by the heavy payments that have to be made
by us to the United States for purchases
made there for the Allies, has temporarily
fallen into the background of the stage.
But it dominates the financial situation
nevertheless, and must come to the front
again when the Loan is out of the way. So
far as the public generally are concerned,
every effort should be made to make its con-
nection with the appeal for personal economy
properly understood, and in this direction we
hope for good results from the activity of
the Parliamentary War Savings Committee.
Every economy which means that less has to
be imported and paid for from abroad will
help. The campaign for economy - public
and private - must be unrelentingly assiduous,
and its importance can surely be brought
home to millions of people to whom ordinarily
any problem of foreign exchange would be
unintelligible. Meanwhile it may well seem
strange to many people that, with Great
Britain at the height of her civilization, and
credit at stake in making purchases in the
United States, the value of their "money"
there should be in question at all. Has not
the time come for the statesmen and bankers
to fix this matter up, as the Americans would
say? Last December it was announced that
the London and New York bankers had
signed an agreement to confer over it and
come to an understanding whenever it
became at all pressing, but so far as we know,
no such further step has yet been taken.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

Gunner T. Bateman joined the Corps on
17th instant, allotted Corps No. 1895 and
posted to No. 2 Section Artillery Battery.
INSPECTION OF ARMS.
Members of No. 3 Section, Scouts Co., will
return their rifles and bayonets to head-
quarters on Friday, 20th inst., before 10 a.m.,
for inspection. They will be ready for re-
issue on Saturday, 21st inst.Parades for Thursday, 19th instant.
5.30 p.m. - The following recruits: No. 2
Sec. Arty. Batty, G. E. J. W. Bateman,
Centre Sec. M. G. Co., Pte. F. C. Todd;
Scouts Co., Ptes. L. Barton, G. H. Davis,
A. Morse, R. G. Ross and E. L. Sim.
Musketry instruction on Kennedy Road
Range. Service rifles to be carried.
Corpl. Grimes, R.E., will attend. Re-
cruits of Engineer Co. (except Quarry
Bay Section). Squad Drill and exercises
at Headquarters under Sergt. Major
Higby. Remainder, nil.Gun Club Hill, Kowloon.
On duty until morning of 26th instant -
Scouts Co.
Officer on duty to-night - Capt. G. E.
Stewart.Detention Camp, Kowloon:-
On duty to-night - Scouts Co.
Officer on duty - Capt. Hutchison
On duty 26th instant - No. 1 Section Arty.
Batty.Officer on duty - Lieut. Kennett.
Orderly Officer 18th to 26th inst. - Lieut.
C. Smith.
Orderly Sergt. 18th to 26th inst. - Corpl.
Young.Note - O. C. Companies and Sections
requiring men from other units to make up
the number of their guards must notify the
Orderly Room at least 3 days before the date
on which the men are required.G. E. STEWART, Captain,
Adjutant, H.K.V. Corps.

HONGKONG POLICE RESERVE.

GUARDS.

Thursday, August 19th.

British.....1 Sergt. and 7 men

Portuguese.....2 " " 13 "

Indian.....1 " " 7 "

O. C. Guard, Acting Major Roylance.

Friday, August 20th.

British.....1 Sergt. and 7 men

Chinese.....2 " " 13 "

Portuguese.....1 " " 7 "

Indian.....1 " " 8 "

O. C. Guard, Acting Inspector J. M. Wong

F. C. Jenkins,
D. S. P. (Reserve)

HONGKONG CRIMINAL SESSIONS.

CHINESE CHARGED WITH MURDER.

Wong Pak, a slightly-built, mild-featured Chinese, was indicted before the Chief Justice on a charge of murdering one Wong So near the Government School at Yau-mat on the 9th July.

Prisoner pleaded not guilty, and the following were the jurymen: Messrs. W. L. Weaver, F. F. Duckworth, J. M. Vieira, P. Mathieson, W. E. Rose, A. Abdulrahman, and V. Currie.

Mr. C. G. Alabaster was for the prisoner, the Attorney-General (Hon. Mr. J. H. Kemp) prosecuting for the Crown.

The Attorney-General said the facts in the case were few and apparently simple for a murder charge. By that he did not mean that the facts would not require careful consideration, but he thought they would establish in their minds the guilt of the prisoner. Evil

circumstances in a murder case was usually circumstantial as a rule. They did not have prompt coming forward and saying they saw murders, because when a murderer attacked his victim with malice aforethought he generally chose some place where he would not be observed. The place where the crime was committed was a lonely one. There would be produced to the Court a statement made by the deceased shortly after the occurrence, in which he gave his account of the affair, but in which he did not identify the prisoner. The rest of the evidence would be circumstantial, and the jury would be asked to infer that the prisoner was the man who stabbed the deceased. Of course, circumstantial evidence was in some ways not so convincing as direct evidence of reliable witnesses who saw the actual things, but matters were decided in every-day life on circumstantial evidence. The prosecution were unable to show any express malice on the part of the prisoner against the deceased, but the law presumed that every homicide was murder, and it was not incumbent on the prosecution to show malice. The facts might be placed in three groups, viz:—

Firstly, the stabbing; secondly, the chase; and thirdly, the arrest. For the evidence of the actual stabbing they had to depend on the dying depositions of the deceased; for the chase they had evidence of a Chinese constable and a hawk; and these two, with another Chinese constable, would detail the facts of the arrest. The murder was alleged to have taken place at about 8 p.m. on the 9th July, and the prisoner was on that night and about that time seen running away from the scene.

The dying depositions were then produced.

Dr. W. B. A. Moore (of the Government Civil Hospital) described the nature of deceased's wounds. The man had two stab wounds in the abdominal wall. Death was due to hemorrhage from these wounds.

Replying to Mr. Alabaster, witness said that a man who had received such wounds might be able to run a distance. The running would accelerate the danger of death.

Dr. W. J. Woodman, of Kowloon, deposed that he attended the wounded man, and after having done what he could for him he sent him to the hospital. He heard the man make his statement to the Magistrate, and he was then quite sensible and rational, and quite clear as to what he was saying.

Mr. E. R. Dovey (Government Analyst) stated that the blood on the knife might be that of an animal, but was not that of a bird or a reptile. He would not say that it was the blood of a pig.

Mr. Alabaster mentioned that an important and material alteration had been made in the depositions, and he would like the Magistrate to go into the box.

The Magistrate (Mr. R. E. Lindell) explained that the alteration in the original note was made at the request of the Crown Solicitor. The original words as written were, "I have never seen this man (prisoner) before." The Crown Solicitor pointed out the ambiguity of this, and said it would be construed as an absolute denial that the prisoner was the man who committed the assault. Witness remembered perfectly what the wounded man said. In answer to witness' question as to whether he had seen the prisoner "before this affair," the man said, "I never saw him before." Witness in the alteration gave the sentence the meaning which he was satisfied the deceased meant it to bear.

After the tiffa adjournment evidence was given by P. S. Grant, who, under cross-examination by Mr. Alabaster, said that where he found the deceased lying was only 100 yards from the police station.

P. S. Mills spoke to finding the dagger (produced) at the south-east corner of the Yau-mat Government School. The dagger was produced when the dying depositions of the deceased were taken.

The Attorney-General—Of course, it does not follow that a murderer would drop the dagger in the same place as the murder.

The statement made by the prisoner was read out. In this he claimed that he was "chased by the wounded man and had to run away." Also, that he was subsequently assaulted by a European constable who said that he had "stabbed a man to death." In the statement made at the Magistrate's prisoner also denied all knowledge of the affair.

Addressing the jury for the defence, Mr. Alabaster reminded the jury that the Attorney-General had admitted that the only man who could give evidence as to himself, murder was the deceased man himself, and he had not identified the prisoner at all. Since then, however, they had had put before them a document which had been altered in such a way as to suggest that the deceased had recognised the prisoner. That was done, he said, without the knowledge of the Attorney-General, or of the prisoner or of the solicitor engaged for the defence. They had heard the Magistrate's evidence. Proceeding Mr. Alabaster said with emphasis:—

"I must say that in eleven years at the bar I have never heard of such a thing being done before."

The Attorney-General interrupted and said he wished to ask his Lordship to say that the document was not altered. It was filed in before any evidence was taken.

Mr. Alabaster added that he was simply stating what the Magistrate had stated; that he made a correction at the request of a certain person whom he named and that he did so because that person considered the statement ambiguous. And the effect of that alteration was, as he had suggested to the jury, to make it appear that the deceased had recognised the prisoner, when, as the Attorney-General had told them very plainly and fairly in opening, the deceased did not know the man, as he had said, "I never saw him before."

"After that," added Mr. Alabaster, "how can any jury return a verdict of murder against a person when the only witness to the fact says, in fact, he does not know the man, and does not know one of the men or either of the men who stabbed him?" "I was stabbed by two men, two different men. I chased them both and kept them both in sight. The men were only about twelve feet ahead when I fell." That was the story of this only person who saw the deceased stabbed and that was the deceased himself. The other two witnesses who said they saw the prisoner there were a long distance away.

Prisoner, in the witness-box gave an absolute denial to the charge. He did not know the deceased. He suddenly heard cries of "save life," saw a constable chasing two men, became frightened and ran away himself.

Answering the Attorney-General, prisoner said he was merely walking along the road at the time the murder was committed.

Why?—The roads are for anybody to walk along, aren't they?

Yes, but a murder was committed there. I could not help that; how was I to know that when I was walking along the road a man was to be stabbed?

Prisoner admitted that he was chased by a lot of people; that was because he "did not know the law."

The prisoner was wearing a black coat and the Attorney-General remarked,—"Do you know that one of the men who stabbed the deceased was wearing a black coat?"

His reply was—You say I am the murderer then because I was wearing a black coat; then all people who are wearing black coats are murderers. (Laughter.)

SEVEN YEARS' HARD LABOUR FOR HIGHWAY ROBBERY.

Tang Sing Fuk, alias Tang San, pleaded guilty to armed robbery, with another man not in custody. Prisoner appealed for leniency, alleging that "they forced him to commit the robbery."

The Crown Solicitor (Mr. Hodgson) described the case as a rather bad one in a way, because it was committed on the highway. The man robbed was a farmer, and he had been given a sum of money (\$400 in all) by his son to take to Tai-po for the purpose of buying opium. The money was in small coin, and he was carrying it in two baskets. He was waylaid by two men on the road to Tai-po, held up by revolvers and made to hand over the money. The prisoner had admitted that he got \$250 of the \$400, and possibly the other robber—there were two—might have taken the remainder.

Prisoner was sentenced by Mr. Justice Hazleland to seven years' hard labour.

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A PROFITABLE BARGAIN AND ITS SEQUEL.

Mak Kwong pleaded not guilty to a charge of receiving stolen property, viz., one gold watch, one gold and jade watch-chain, and one gold and jade pendant, goods of one Li Wing Kwong and Li Lai Ling, well knowing the same articles to have been stolen.

The following jury was empanelled:—Messrs. B. W. Cormack (foreman), W. Robinson, J. M. Gutierrez, J. R. Forbes, E. V. M. R. de Souza, J. M. Reis, and G. Green.

The Crown Solicitor said that the articles concerned in the charge were alleged to be part of jewellery stolen on the 29th May. It was for the prisoner to satisfy the jury that he came by the articles lawfully. A point turned upon the value of the articles. The value was put by the owners at \$70, and on looking at the goods he believed the jury would be of opinion that that was a fair estimate. The prisoner, in a statement at the Police Station, said that he bought the goods for \$35. The jury would have to say whether that was a bona-fide purchase, or whether in fact the articles were purchased at all.

Evidence was then called. The complainant said that the articles, which were absolutely new, were presents to his daughter, who was getting married.

Prisoner went into the box to give evidence on his own behalf. He said that an acquaintance of his, a broker named Wong Luk, offered him the articles for sale, and he bought them for \$35. He said that he was selling them for a friend, whose name he did not divulge. Prisoner asserted that he had no idea that the articles were stolen.

In answer to his Lordship, prisoner said he did not enter the transaction on his books.

Replying to the Crown Solicitor, prisoner said he was a shoemaker, and was master of a shop whose receipts amounted to about \$100 a month, half of which would be profit. After paying rental and other expenses the net profit would be about \$10 a month. He could not find Wong Luk, and therefore could not call him as a witness. Wong Luk had sold him old clothing and other old articles on previous occasions, but never new jewellery.

Prisoner was found guilty, and sentenced to two years' hard labour.

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THE STRATEGICAL RETREAT.

BRILLIANT RUSSIAN ACHIEVEMENT.

HEAVY ENEMY LOSSES.

The Times Correspondent with the Russian Forces, Mr. Stanley Washburn, describes in the following letter the retreat of the Russian Army, on the Zlota Lipa, in East Galicia, turning as it did at each river position to deliver hard blows at the enemy, as one of the most remarkable rearguard actions recorded in military history. The Zlota Lipa line in itself could, he thought, be held indefinitely, but its defence depended upon the centre, where the chief attack was expected.

During the past three days I have been visiting the Russian Army whose headquarters are east of Lemberg, and which in a general way is holding the Zlota Lipa positions in the direction of the confluence of that river with the Dniester. Thence our lines run generally along that river to a point west of Chotin, and thence south towards the Bukovina.

As you work your way north the situation becomes more active, but it must be understood that these flanking armies are not retreating through local necessities. Their movements are governed by the greater strategy dictated by the situation in the centre, where the concentrations of the Germans continue to be direct from information secured from high sources. I am of opinion that neither this nor the extreme left of the Army would have been obliged to retire had they been acting independently.

SYSTEMATIC RETIREMENT.

I think it a fair statement to make that the retreat of this Army forms one of the most remarkable rearguard actions recorded in military history, for, in spite of the fact that it was faced at the inception of the movement by overwhelming concentrations both of Germans and Austrians, it retired with no loss of morale, and in a period of six weeks has withdrawn from the Strzy to the Zlota Lipa and taken 55,000 prisoners, besides inflicting a loss on the enemy probably greater in casualties. Its policy seems to have been to go back by forced marches several days ahead of its pursuers, which when they arrived, faced extremely difficult positions. Each position was then held for several days, the enemy paying the maximum price for their advance, and when they got past the barrier it was only to discover that the main force had again disappeared and was waiting a few days' march beyond in a similar strong position.

I spent yesterday inspecting the positions on the Zlota Lipa, which is practically the same line from which the Austrians were driven out last August. It is heavily rolling country, and of such strength that all the officers who discussed the matter agreed that it could not be held indefinitely if this Army's movements were independent.

STRONG DEFENSIVE POSITIONS.

It would be futile to speculate how much farther back, if any, the Army will go, but it is sufficient to state that between the Zlota Lipa and Tarnopol there are at least six natural positions, and it will cost the Austrians from three to four times our losses in carrying each of them. The situation here therefore may be viewed with equanimity, whether the Army retreats or stays, for every two or three of these rearguard actions weaken the Austrians as much as would a Russian victory.

Hardly a day passes without large captures of prisoners. I have seen personally in the past three days approximately three or four thousand of them, a certain proportion of the number being Germans. The latter had the worst appearance of any prisoners I have seen in this war. They were of all ages and sizes, haggard and exhausted, though and their expressions were defiant. All were ragged, two were without shirts, and most with spiked helmets.

The Austrians appear to be far more depressed and dispirited, but are infinitely better clothed. Many of these Germans admit that they have come direct from the French front. One stated that he arrived at noon and was captured at 3 in the afternoon.

Against this Army there is one block of Germans to balance the Austrians, while it is reported that a concentration is maturing on the extreme left in Bukovina to relieve the situation there. Whether the enemy goes ahead or is driven back the fighting will have no serious effect, as unquestionably the real strategic aim of the enemy is to strike a blow at our central armies.

ON THE ZLOTA-LIPA.

I visited the Zlota Lipa advanced line, where the Russians have now been for three days, awaiting the arrival of the enemy, who is coming slowly forward from the Gniz Lipa, the scene of his last disastrous victory, where his losses in prisoners alone probably exceeded the total Russian casualties. I went forward to an artillery observation point which had just been established under a tree on a hilltop. While I was there the Austrian advance began to develop from the direction of a wood, and trench-digging operations commenced on their side of the stream. They were apparently unaware of the nearness of our positions, as they were seen in many places opposite to us walking about, laying out a line of trenches in one place. The battery commander began ranging, and threw shrapnel over the trench diggers, who instantly lay down and concealed themselves in the shallow ditch. The effect of our high explosive could be plainly observed, for when the second shell burst in the trench the diggers instantly abandoned it and broke across the fields at full speed to take shelter in the woods. The accuracy of aim of the Russian artillery was apparent from the fact that, after altering the range with the eye from the trench, the officer burst high explosive directly on a group of Austrians at a range of over 4,000 yards. The German prisoners gave accounts of their losses, stating that many companies were cut to 100, while in the case of the 22nd Infantry Regiment one company was reduced to 30.

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[22]

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And all merchants and shopkeepers are warned that steps will be taken without notice against any persons found selling or in the possession of soap bearing a mark which is an imitation of "Le Petit Chat" mark of Messrs. C. FERRIER & Co. The sole representative of Messrs. C. FERRIER & Co. in Hongkong is Mr. E. NERRE, of the firm of L. NERRE, 93, Rue de la République, Marseilles.



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Hongkong, 10th July, 1915. [738]

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OF
FREEHOLD AND LEASEHOLD LANDS AND HOUSES.
SITUATE AT
Collyer Quay, De Souza Street, Prince Street, Robinson Quay, Kanish Marican Road, Mohamed Sultan Road and Grange Road, Singapore.

TO BE SOLD
BY
PRIVATE TENDER.

The 31st August, 1915, has been fixed as the last day for the acceptance of tenders. Copies of the Particulars and Conditions of Sale and form of Tender can be obtained on and after the 25th June, from the Liquidator at No. 4, Collyer Quay, Singapore, or from the undersigned.
SISSON & DELAY,
15, CHANCE ALLEY, Singapore,
Solicitors for the Liquidator.
Singapore, 1st July, 1915. [766]

JUST RECEIVED:

FLOWER, VEGETABLE AND GRASS

SEEDS.

GRACA & CO.

No. 11A, CAINE ROAD,
Hongkong.
Hongkong, 18th August, 1915. [725]



GIVE YOUR RAZOR A NEW LEASE OF LIFE.

Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, per Pocket Knives, Surgical Instruments, etc.
WE SHARPEN EVERYTHING.
CAMPBELL, MOORE & Co., LTD.
Hongkong, 22-1 July, 1915. [687]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Wallies in Various Shades.
Telephone 1219.
Hongkong, 4th February, 1915. [516]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1915, at the rate of TWO POUNDS THREE SHILLINGS STEELING per Share, is Payable on and after MONDAY, the 10th day of August, Current, at the Office of the Corporation where Shareholders are requested to apply for Warrants.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 14th August, 1915. [864]

HONGKONG ICE COMPANY, LTD.
NOTICE.

IN Accordance with the Provisions of No. 111 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half-year ended 30th June, 1915, of TWO DOLLARS PER SHARE.
DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, 24th instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 23rd instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 9th August, 1915. [840]

THE SHANGHAI BUILDING AND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that SHARE CERTIFICATE No. 32 in the name of CHEUNG TSEUNG CHI (張祥之) late of 41, Connaught Road, Hongkong, for Forty (40) Partially Paid Up Shares Nos. 1701 to 1740 in this Company, has been declared to be LOST, and the public are warned against negotiating same.

In the event of the above-mentioned Certificate not being recovered on or before the 11th September, 1915, a new Certificate will be issued, and the above-mentioned Certificate will be cancelled forthwith.
By Order of the Directors,
J. A. WATTIE & Co., Ltd.,
Secretaries and General Managers. [867]

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 28th August, 1915, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1915, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from 21st to 28th August, 1915, both days inclusive.
By Order of the Board,
J. H. TAGGART,
Acting Secretary.
Hongkong, 16th August, 1915. [869]

FRENCH LESSONS

G. MOUSSION.

15, MORRISON HILL ROAD.
[724]

NEW CARTRIDGES.

BY popular English Manufacturers in all Bore and Sizes.

SMOKELESS POWDER AND CHILLET SHOT. From No. 10 to 88SG. at \$5, \$7 and \$10 per 100. SPORTING REQUISITES and AIRGUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [509]

DRINK

ALLSOPP'S

BRITISH PILSENER BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

HOUSES TO LET

OFFICES TO LET.

No. 6, DES VŒUX ROAD, 1st Floor.
Apply—
JOSEPH BROTHERS,
Hongkong, 17th August, 1915. [867]

TO LET—FURNISHED.

FOREBANK EAST, No. 168, THE PEAK.
Tennis Court. From September.
Apply—
Care of "Daily Press" Office,
Hongkong, 18th August, 1915. [870]

TO LET—FURNISHED.

"SLEMISH," No. 98, THE PEAK, from 1st September.
Apply—
Messrs. HASTINGS & HASTINGS,
Hongkong, 18th August, 1915. [866]

TO LET.

FROM 1st September, that part of the building known as "STONEHEDGE," No. 5, Robinson Road, now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House.
Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 10th August, 1915. [837]

TO LET.

BRITISH CONCESSION, SHAMÉEN.

ONE THREE-ROOMED FLAT, also Good Office and Godown accommodation.
Apply—
T. E. GRIFFITH, Ltd.,
Canton, 25th July, 1915. [708]

TO LET.

FROM 1st September next, desirable SIX and EIGHT ROOMED Residences in Broadwood and Wong-Nai-Chong Roads, the latter commanding a Fine View of the Race Course.
For terms and particulars, apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 16th July, 1915. [767]

TO LET.

HOUSES in LYEMOON VILLAS and TORRES BUILDINGS, ready for occupation from the 1st August next.
Apply to—
SPANISH DOMINICAN PROCUATION,
Hongkong, 16th July, 1915. [601]

NOTICE.

TO LET—A HOUSE at Observatory Villa, Kowloon.
Apply to—
ABBATOON V. APCAR & Co.,
Hongkong, 8th July, 1915. [723]

TO LET.

WHOLE or PART SHOP in Chater Road.
Apply—
CLARK & Co.,
Opticians,
Hongkong, 29th June, 1915. [705]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwelling.
Apply within,
Hongkong, 1st June, 1915. [616]

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession in October next. English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light, First Class Modern Appliances throughout, including Water Carriage System.
"PENYBREW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.
2, MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Aldershot Buildings,
Hongkong, 17th July, 1915. [858]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
58, THE PEAK "THE RETREAT."
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Prince, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st April, 1915. [83]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour. Immediate possession.
Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 8th December, 1914. [79]

TO LET.

A HOUSE in Kowloon, 11, Terrace.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st March, 1915. [46]

INTIMATION

WATSON'S



LIQUEUR

SCOTCH

IS A

WHISKY

THAT WILL AGREE

WITH

YOU.



A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

HONGKONG.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press

HONGKONG, AUGUST 19TH, 1915.

STRATEGY SUITED TO THE SEASON.

ONE of the Press Correspondents in Northern France recently pointed out that Germany had studiously timed her offensive for July and August; not because the weather was more favourable to the operations, but with the idea of getting hold of as much land as possible in harvest time. Their strategy, he said, is timed to the season. They endeavour to make war as far as possible self-supporting. We know how, with this object in view, the enemy has been multiplying lines and devising new ones in the conquered towns and districts. It has been reported from Meinen that the Germans there have descended even to penny fines for such high treason faults as looking disrespectfully at a German soldier! With a view to make the war as far as possible self-supporting, Germany knew how important it was that she should get possession of the iron industries of Belgium and the coal and iron mines of France, and the constant fighting in the neighbourhood of Souchez shows her anxiety to secure the best-growing country. She struck her blow at the Russians in Galicia in time to preserve for her Allies and herself the great wheat-growing plains of Hungary, and she has conducted her great offensive all along the Eastern frontier with the capture of the fields of corn ripe unto harvest, as one of the main objects in view. But the mastery character of the Russian retreat has largely defeated this object. The enemy's advance has not been as rapid as he had calculated it would be and the retreating army has found time to destroy not only the crops but much else that was likely to prove of value to the invading army. And now the corn in the districts of Poland where fighting is still proceeding is over-ripe and "the grains fall at the slightest touch" so that the crops are practically past harvesting. Thus, it does not seem

from the reports coming from the Eastern front that the great armies of Austria and Germany will be able to entirely maintain themselves on the conquered territory, though the land will doubtless provide food for the army to an extent which will somewhat relieve the pressure on the available supplies for the civil populations in Germany and Austria. Figures published in a recent issue of the Board of Trade Gazette show that while the prices of food in the United Kingdom had increased 35 per cent. since the beginning of the war, the rise in Berlin had been 65 per cent., and in Vienna eggs, bacon, lard, rice, beans, margarine, and beer have gone up 100 per cent. With the entire army fighting and largely maintaining itself in conquered territory it is possible that prices of food in Germany and Austria will cease for a time to rise, and perhaps even may fall a little. But it will be only for a time. We know that the war cannot end until the invader east and west has been driven back within his own territory, which may then be called upon to support the invading armies of England, France, Russia, Belgium, and Italy, as well as what by that time will remain of the once formidable army of the Teuton Alliance. How soon this may come about must be left to time to answer. When that stage is reached the end of the war will not be far off.

A mail for Europe via Siberia closes to-day at 3 p.m.

The Emperor Francis Josef of Austria reached the 86th year of his age yesterday.

The Tsingtau-Tsinan railway is now reopened to passenger traffic, but there are still breaches in the line.

Mr. Murray Stewart was elected a resident Fellow of the Royal Colonial Institute at a meeting of the Council held last month.

Mr. J. H. de Reus, who has been the Consul-General for the Netherlands in Hongkong for the past five years, left by the Siberia to take up his new appointment at Shanghai.

Three Filipinos charged with being stowaways on the s.s. *Chigo Maru* from Manila to Hongkong were sentenced to six weeks' hard labour each by Mr. Wood at the Magistracy yesterday.

The Cheuking Railway Company has decided to build a memorial in Pagoda style in the Public Garden near the Hangchow station, as a reminder to the people of its ten years of faithful work!

The hearing of the charge against four Chinese of being in possession of 1,800 taels of raw opium in a cargo boat in the harbour was concluded yesterday, the Magistrate reserving his decision.

We learn that Mr. W. H. Church, formerly of the Asiatic Petroleum Company's staff in Hongkong, has been granted a commission in the 2nd Battalion Duke of Cornwall's Light Infantry, in which regiment his father is a major.

The special cars of the Hongkong Tramway Company conveyed a very large number of residents to North Point last evening, for the usual mid-weekly band performance off the beach. The Band and Pipers of the 74th Punjab played pleasing selections of music, which were evidently much appreciated.

The Peking Government has wired instructions to the Governors of provinces, notifying the despatch by the National Employment Commission of delegates to the provinces to conduct economic investigations. Each province is to have one or two special officials detailed to assist the delegates in their investigation.

The *Asiatic Daily News* of Peking has published in its largest type an assertion alleged to have been made by Mr. Goodnow, the American Adviser on constitutional law to the Chinese Government, to the effect that the monarchical form of government would really better suit the present conditions in China than the republican form, while, judging from the general situation, to select a successor to fill the very important and responsible Presidential Chair in the future would be an extremely difficult task. Mr. Goodnow is represented as having dwelt upon the inadvisability of China attempting to fall into exact line with the United States by the adoption of the latter's form of government.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 10.30 a.m. yesterday:—
Cyclone or typhoon east of Luzon, more than 300 miles distant, direction unknown.

CORRESPONDENCE.

THE GERMAN FLAG ON SHAMÉEN.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

Hongkong, 19th August.
SIR,—Referring to Britishers' letter in your issue of yesterday, it is impossible to enlighten him as to why the German Flag is allowed to fly over the British Concession at Canton. If Britisher comes down to Hongkong he will be further mystified, for he will see the German Coat of Arms emblazoned all over (not in one place but in a dozen) a prominent building in Queen's Road, and this is a British Colony. These emblems of a grossly dishonourable foe are allowed to remain exposed to full view of the public, and this while thousands of our young men are being done to death, or wrecked for life, by gas and burning liquid, our women and children murdered by bombs dropped from Zeppelins upon the East Coast of England, by order of the proud owner of these Imperial Arms which we are so carefully preserving. It certainly is not the wish of the ordinary resident in Hongkong to see these emblems daily. I would suggest to the British firm who is unfortunate enough to have offices in this building that they hang Union Jacks over these Arms, the most loathsome emblems the world has ever had the misfortune to see.
D.C.

RAUBS.

Messrs. Vernon & Smyth, sharebrokers, were informed by telegram yesterday from their Singapore agents that the output of Raub for the past four weeks is 1,282 ounces as compared with 1,179 for the preceding period.

Messrs. Benjamin & Potts inform us that they are in receipt of telegraphic advice from their Singapore agents advising that the returns of the Raub Australian Gold Mining Company for the last month are as follows:—10,378 tons yielding 1,282 ounces.

MINING IN CANTON PROVINCE.

The Acting British Consul at Canton reports that no progress was made in the development of the mining resources of the Province during 1914. Owing to the excessive caution of the Chinese it is very difficult for foreigners to make any but the most cursory examination of properties said to contain ores. Reports of the existence of valuable deposits must therefore be received with scepticism until confirmed by experts. Owing to the high price of iron-ore a certain amount has been coming down from the Hunan border. Good steam coal is said to have been found on the North River, but not in sufficient quantity to make the laying down of large plant profitable, as transport facilities are at present lacking.

DEARTH OF SHIPBUILDING MATERIALS.

All the shipbuilding yards of Japan now keenly feel the dearth of shipbuilding materials, says a Japanese paper.

Owing to the import of materials from England having been practically blocked by the European War, the home yards have had to depend for such supplies upon either the Government Steel Works, Edamitsu, or the United States of America.

For instance, out of altogether 3,000 tons steel required for two vessels, each of 7,500 tons class, now building at the Mitsubishi Shipbuilding Yard, Nagasaki, only 600 tons were supplied by England and the remainder by the Steel Works.

The keels of these vessels were laid on June 7th last, and the work is making rapid headway.
The Osaka Iron Works and the Kawasaki Dockyard Co. have ordered a large amount of steel from the Steel Works, which, however, is unable to meet the increasing requirements.

In consequence, these Companies have already contracted with American steel works for the necessary supply.
The current price of American steel has, by the way, risen remarkably of late, and is quoted at P.130 per ton for delivery at Kobe, showing a rise of Y.20 over that quoted a year before.

IMPORT OF SUGAR FROM JAPAN.

The export of refined sugar to China from Japan for the first half of this year was 563,000 piculs, valued at Y.5,528,000 showing a decrease of 130,000 piculs, or Y.910,000 in value as compared with the corresponding period of last year. The following is the list of exports of sugar to China in the first half of this and the corresponding period last year and the year before last:—

	piculs.	yen.
1913	698,007	8,455,324
1914	630,046	8,433,366
1915	563,322	5,528,333

The cause of the decrease in the export for the term in question is the general rise in the price of sugar and the firm stand taken by exporters. Another reason is that toward the end of the term in question, the boycott occurred in China and reduced the export of sugar to a certain extent.

MARTIN'S

APIOL & STEEL

REGULATED PILLS

For Women to Regulate Menstruation.

Thousands of Women always keep a box of these pills handy, and use them at the first sign of any irregularity of the system in order to keep their blood pure and their complexion clear. These pills are the only ones known to women, whose system is out of order, that will regulate the system, and give them the health, the color of the face, and the bloom of youth.

MARTIN'S

APIOL & STEEL

REGULATED PILLS

SHIPPING

ARRIVALS.

CHINREU, British str., 1,353, J. V. Sidford, August 17th—Manila August 14th, General.—Butterfield & Swire.
DAIJOI MARU, Japanese str., 3,017, T. Saito, August 18th—Swatow August 17th, General.—Osaka Shosen Kaisha.
DAIJOI MARU, Japanese str., 3,017, T. Saito, August 18th—Hainan August 17th, General.—Osaka Shosen Kaisha.
FUKU MARU, Japanese str., 3,017, H. Cheshi, August 18th—Mojoi August 12th, General.—Butterfield & Swire.
HAIKUN, British str., 1,234, J. W. Evans, August 18th—Swatow August 17th, General.—Butterfield & Swire.
LINAS, British str., 1,256, E. J. Pottinger, August 17th—Bangkok August 16th, General.—Butterfield & Swire.
MEXICO MARU, Japanese str., 3,550, T. Yamaguchi, August 18th—Shanghai August 15th, General.—Order.
SINGAN, British str., 1,047, G. D. Mills, August 18th—Hainan August 14th—Butterfield & Swire.
TILKAT, Dutch str., 3,897, W. H. Lap, August 18th—Batavia August 8th—Sugar.—Java-China-Japan Lijn.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.
August 18th.
INDRAWATI, British str., for Singapore.
PHUMPUEN, British str., for Saigon.
SEISANG, British str., for Hongkong.
TEAN, British str., for Manila.

DEPARTURES.

August 18th.
ANYO MARU, Jap. str., for Wakamatsu.
CHICHUWONG, Brit. str., for Bangkok.
FUKU MARU, Jap. str., for Kobe.
HAIKUN, British str., for Hongkong.
HANAMU, American str., for Saigon.
HONGWAN, British str., for Singapore.
MAUSANG, British str., for Sandakan.
PHURANG, British str., for Bangkok.
SOSHI MARU, Japanese str., for Swatow.
TITANG, British str., for Manila.
TUNGSHING, British str., for Saigon.
TUNGSHAN, British str., for Chinwangtao.
YINSENG, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Haitan* reports: Good weather.
The British str. *Linn* reports: Light S.W. wind, fine clear weather, during the trip, but on approaching Hongkong, experienced heavy rain squall, with vivid lightning, and heavy thunder, but only lasting an hour.

PASSENGERS.

Per *Siberia*, for San Francisco, Mr. W. R. Chase, Miss A. Robinson, Mrs. A. J. Fisher, Master J. E. Fisher, Master P. Fisher, Mrs. E. W. Shuntan, Mr. and Mrs. C. Ross, Mrs. M. C. Hall, Mr. J. C. Patten, Miss Bessie Young, Miss G. Bartholomew, Mr. C. Burnett, Miss Oris Gottlieb, Mr. W. B. Walker, family and nurse, Mrs. C. T. Beath and child, infant, and nurse, Miss H. de Reus, Mr. F. J. Minges, Mr. and Mrs. Wm. F. Woerner, Master J. G. Woerner, Mr. O. E. Hooley, Miss Imo, Palford, Captain H. Adams, Miss M. Ross, Mr. and Mrs. J. S. Blum, Capt. F. Williams, Judge and Mrs. W. E. McMahon and child, Mrs. A. J. Williamson, Mr. S. Walmsley, Mr. and Mrs. G. Hayes, Mr. R. M. Odell and servant, Mrs. H. de Reus, Mr. J. M. Gilmore, Mr. and Mrs. E. C. Travis, Mr. and Mrs. J. E. Bull, Mr. S. C. McCombe, Mr. G. Dalton, Mr. W. B. O'Brien, Mr. M. Kalow, Mr. and Mrs. W. M. Crosby, child and infant, Mr. T. J. Wolff, Mrs. Seth Williams, Mr. C. W. O'Brien, Mrs. M. Gottlieb, Mr. E. Eisler, Mr. E. Williams, Mr. E. G. Lowder, Rev. A. J. Fisher, Mr. L. Kanning, Mrs. G. Wouters, and Mr. G. H. A. Snow.

LATEST STEAMER MOVEMENT.

The Oriental African Line str. *Salamis* sailed from Mauritius on the 14th inst., and is expected to arrive here on the 18th September.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "TAMON MARU No. 1,"
FROM MOJOI AND KOBE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Steamer or Godown. All Claims against the Steamer must be presented to the Undersigned on or before the 24th Aug., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined. No Fire Insurance has been effected. Bills of Lading will be countersigned by SNOWMAN & Co., Agents.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJOI.

THE Steamship
"SANGOLA"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 16th August, 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1." nearest Hongkong "2." midway between Hongkong and Kowloon "3." and those vessels berthed at the Kowloon Wharf "4." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	ROUTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & HULL	KANDAHAR	Brit. str.	1 m.	H. R. Hetherington, R.N.E.	THE BANK LINE, LIMITED.	On 24th inst.
LONDON VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	1 m.	P. & O. S. N. Co.	P. & O. S. N. Co.	On 27th inst., at 5 P.M.
LONDON	RADNORSHIRE	Brit. str.	1 m.	J. T. Jeffery	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
MARSEILLES VIA PORTS	SARDINIA	Brit. str.	1 m.	Murai	P. & O. S. N. Co.	About 10th Sept.
MARSEILLES, LONDON & SWATOW	NOVA	Brit. str.	1 m.	Deguchi	MESSAGERIES MARITIMES	On 23rd inst., at 5 P.M.
VICTORIA, B.C. & SWATOW VIA KEELUNG & SHANGHAI	SHIDZUKA MARU	Jap. str.	1 m.	T. Jamaguchi	NIPPON YUSEN KAISHA	On 26th inst., at Noon
VICTORIA & TACOMA	MEXICO MARU	Jap. str.	1 m.	A. J. Hall	OSAKA SHOSHN KAISHA	To-day, at 4 P.M.
VANCOUVER & SEATTLE	MONTEAGLE	Brit. str.	1 m.	A. J. Hall	CANADIAN PACIFIC	On 23rd inst., at 3 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN	SHIKO MARU	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHITO MARU	Jap. str.	1 m.	A. J. Hall	TOYO KISEN KAISHA	On 24th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHINA	Am. str.	1 m.	A. J. Hall	PAACIFIC MAIL S.S. Co.	On 31st inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN	MANCHURIA	Jap. str.	1 m.	A. J. Hall	TOYO KISEN KAISHA	On 7th Sept., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN	NIPPON MARU	Jap. str.	1 m.	A. J. Hall	TOYO KISEN KAISHA	On 23rd Sept., at 10.30 A.M.
MEXICAN, PERUVIAN & CHILE PORTS	ANYO MARU	Jap. str.	1 m.	A. J. Hall	TOYO KISEN KAISHA	On 10th Sept., at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	SURAT	Brit. str.	1 m.	A. J. Hall	THE BANK LINE, LIMITED	On 25th inst.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	1 m.	A. J. Hall	GIBB, LIVINGSTON & Co.	On 28th inst., at 11 A.M.
WEIHAWEI, CHEFOO & TIENHSIN	TANGU MARU	Dut. str.	1 m.	A. J. Hall	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
WEIHAWEI & TIENHSIN	TULAPAR	Brit. str.	1 m.	A. J. Hall	JAVA-CHINA-JAPAN LYN	On 24th inst.
SHANGHAI	KUNIKOW	Brit. str.	1 m.	A. J. Hall	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI VIA SWATOW	CHEONGSHING	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI & NEWCHWANG	CHONGSANG	Jap. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	ANHUI	Brit. str.	1 m.	A. J. Hall	BUTTERFIELD & SWIRE	On 22nd inst., at D'light.
SHANGHAI	WOSANG	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	CORDELLER	Brit. str.	1 m.	A. J. Hall	MESSAGERIES MARITIMES	On 24th inst., at D'light.
SHANGHAI	WINGSANG	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 10 A.M.
SHANGHAI, KOBE & MOJOI	MIYASAKI MARU	Brit. str.	1 m.	A. J. Hall	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI, MOJOI & KOBE	LIANGCHOW	Brit. str.	1 m.	A. J. Hall	DAVID SASSOON & Co., Ltd.	On 25th inst.
SHANGHAI, MOJOI & YOKOHAMA	JAPAN	Brit. str.	1 m.	A. J. Hall	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	ITO MARU	Jap. str.	1 m.	A. J. Hall	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	NORR	Brit. str.	1 m.	A. J. Hall	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI	HAKATA MARU	Jap. str.	1 m.	A. J. Hall	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	SARDINIA	Brit. str.	1 m.	A. J. Hall	PAACIFIC MAIL S.S. Co.	On 12th Sept.
SHANGHAI	TUTTORUM	Dut. str.	1 m.	A. J. Hall	OSAKA SHOSHN KAISHA	To-day, at Noon.
SHANGHAI	KANO MARU	Jap. str.	1 m.	A. J. Hall	DOUGLAS LARPAK & Co.	To-morrow, at 3 P.M.
SWATOW, AMOY & FOCHOW	HAIKUN	Brit. str.	1 m.	A. J. Hall	DOUGLAS LARPAK & Co.	On 24th inst., at 3 P.M.
SWATOW, AMOY & FOCHOW	HAIPHONG	Brit. str.	1 m.	A. J. Hall	DOUGLAS LARPAK & Co.	On 27th inst., at 3 P.M.
SWATOW, AMOY & FOCHOW	HAIPHONG	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 3 P.M.
MANILA, CEBU & ILOILO	HAIPHONG	Brit. str.	1 m.	A. J. Hall	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
MANILA	CHINREU	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 3 P.M.
BOMBAY, VIA SINGAPORE, SUMATRA & COLOMBO	RANGON MARU	Jap. str.	1 m.	A. J. Hall	NIPPON YUSEN KAISHA	On 4th Sept., at 7 A.M.
BOMBAY, VIA SINGAPORE, SUMATRA & COLOMBO	SAIGON MARU	Jap. str.	1 m.	A. J. Hall	DAVID SASSOON & Co., Ltd.	To-day.
SINGAPORE, PENANG & CALCUTTA	SANGOLA	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 21st inst.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	1 m.	A. J. Hall	NIPPON YUSEN KAISHA	On 21st inst.
SINGAPORE, PENANG & CALCUTTA	KAWAGORI MARU	Jap. str.	1 m.	A. J. Hall	THE BANK LINE, LTD.	On 1st Sept.
MAURITIUS & SOUTH AFRICAN PORTS	MADAGASKAR	Brit. str.	1 m.	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 1st Sept.
BATAVIA, CHEFOO & SAMARANG, &c.	TUKINI	Oct. str.	1 m.	A. J. Hall	OSAKA SHOSHN KAISHA	On 21st inst., at 5 A.M.
HOISOW & HAIPHONG	TAKSANG	Brit. str.	1 m.	A. J. Hall	BUTTERFIELD & SWIRE	On 22nd inst., at 10 A.M.
HAIPHONG VIA HOISOW	DAIJOI MARU	Jap. str.	1 m.	A. J. Hall	OSAKA SHOSHN KAISHA	On 21st inst., at 9 A.M.
HAIPHONG	KAIPOING	Brit. str.	1 m.	A. J. Hall	BUTTERFIELD & SWIRE	On 21st inst., at 9 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Friday, 20th Aug., D'light.
SINGAPORE, PENANG & CALCUTTA	"NAMANG"	Friday, 20th Aug., 3 P.M.
MANILA	"YUNGSANG"	Saturday, 21st Aug., 3 P.M.
HOIHOW & HAIPHONG	"TAKSANG"	Saturday, 21st Aug., 6 A.M.
SHANGHAI VIA SWATOW	"KWONGSANG"	Sunday, 22nd Aug., D'light.
SHANGHAI & NEWCHWANG	"WOSANG"	Sunday, 22nd Aug., D'light.
SHANGHAI	"WINGSANG"	Tuesday, 24th Aug., D'light.
WEIHAWEI & TIENHSIN	"CHEONGSHING"	Tuesday, 24th Aug., D'light.
MANILA	"LOONGSANG"	Saturday, 28th Aug., 3 P.M.

RETURN TOURS TO JAPAN.
The Steamers "KUTSANG," "NAMANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time coupled 20 days. This service is supplemented by the "YATUNG," "KUTSANG," and "NAMANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time coupled 8 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze, Chefoo, T'ain, Dalny, W'wei, N'khang, etc.
Taking Cargo on through Bills of Lading to Kuantan, Labad, Davao, Singapore, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
Freight or Passage, apply to
HONGKONG, 19th August, 1915.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

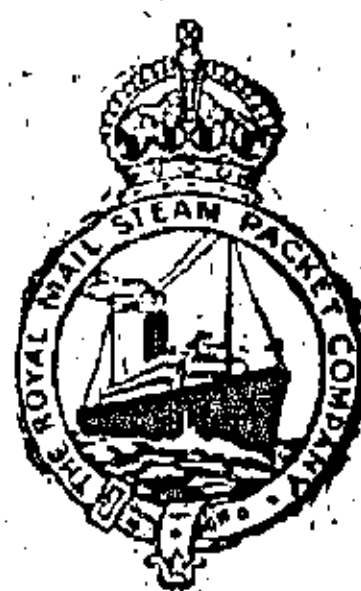
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215.

AGENTS.

Hongkong, 16th April, 1915.



THE ROYAL
MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215 Sub. Ex. 10.

Hongkong, 23rd July, 1915.

AGENTS.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing TUESDAY, 31st Aug., at Noon.

MANCHURIA "TUESDAY, 7th Sept., at 1 P.M.

MONGOLIA "THURSDAY, 30th Sept., at 1 P.M.

PERSIA (via Manila) "TUESDAY, 19th Oct., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morici, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Bathing facilities with electric heating lamps. Numerous amusements—music, water skating, table, billiard, etc., etc., etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

B. O. MORTON, AGENT,

King's Buildings,

Tel. No. 141.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON & HULL ... "KANDAHAR" ... On 24th Aug.

LONDON ... "BLOEMFONTEIN" ... On 22nd Sept.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 9th August, 1915.

VESSELS ON THE BERTE

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

AUSTRALIA, ADEN, EGYPT,

MEDITERRANEAN PORTS

AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, AMERICAN CONTINENTAL,

AND SOUTH AFRICA PORTS.

THE Steamship

"NOVARA."

Captain H. R. Hetherington, R.N.E., carrying His Majesty's Mails, will be despatched from this port on or about the 27th August, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MOREA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the "KAISAR-I-HIND," due in London on the 9th Oct., 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th August, 1915.

[1]

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, VIA PANAMA CANAL.

S.S. "SHIMOSA"

on or about 31st August.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 7th August, 1915.

[1]

FOR VANCOUVER AND SEATTLE.

THE S.S. "SEIKO MARU" will be

despatched on the 23rd August.

The s.s. "GISHUN MARU" will be

despatched about the Middle of September.

For Freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 5th August, 1915.

[782]

C. P. R.

THE Canadian Pacific Railway Co. will

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG--
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG COLOMBO, SUZ and PORT SAID	{ S SUWA MARU Capt. Murai,	21,000	{ THURSDAY, Aug., at Noon.	26th
	{ S ATSUTA MARU Capt. T. Sat.	16,070	{ THURSDAY, Sept., at Noon.	9th
VICTORIA, B.C. and SEATTLE via KEEUNG SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	{ S SHIDZUOKAMARU Capt. Tosiwa	12,700	{ THURSDAY, Aug., at 4 P.M.	19th
	{ S AKI MARU Capt. Noma,	12,500	{ TUESDAY, Sept., at 4 P.M.	7th
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{ S TANGO MARU Capt. Soyeda,	12,500	{ TUE-DAY, Sept., at 4 P.M.	14th
	{ S NIKKO MARU Capt. Isakida,	9,000	{ FRIDAY, Oct., at 4 P.M.	15th
CALCUTTA via SINGAPORE PENANG and RANGOON	{ K KAWACHI MARU Capt. Kurozumi	12,500	{ SATURDAY, Aug.	21st
BOMBAY via SINGAPORE, MALACCA and COLOMBO	{ R RANGOON MARU Capt. H. Nomura,	8,000	{ MONDAY, Aug.	30th
SHANGHAI, MOJI and KOBE	{ I IYO MARU Capt. Okamoto	11,500	{ THURSDAY, Aug.	26th
SHANGHAI, KOBE and YOKOHAMA	{ M MIYASAKI MARU Capt. Teraraka	16,000	{ TUESDAY, Aug., at 10 A.M.	24th
NAGASAKI, KOBE and YOKOHAMA				
SHANGHAI, KOBE and YOKOHAMA	{ H HAKATA MARU Capt. Kawashima,	12,000	{ FRIDAY, Aug.	27th

S Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st Single	Yen 600.	To Marseilles	1st Single	Yen 580
" "	Return	" 400.	" "	Return	" 620
" "	2nd Single	" 400.	" "	2nd Single	" 360
" "	Return	" 600.	" "	Return	" 560
To London, Southampton, Liverpool			via New York		£90.13.0
" "			Montreal		£90.3.0
To Victoria, Vancouver, Seattle,			1st Single		£25
" "			1st Return		£37.10.
To Sydney,	1st Single	£40.	To Melbourne,	1st Single	£41.
" "	1st Return	£72.	" "	1st Return	£73.16.
To Yokohama,	1st Return	\$150.	To Kobe,	1st Return	\$135.
" "	2nd	" \$90.	" "	2nd	" \$83.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1341

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO INDIA AUSTRALASIA EGYPT &c

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting	Steamers	Leave	Leave	Connecting Steamer from COLOMBO	Due at	Due
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Steamer to SHANG-HONG from Colon to MARSEILLES and Marseilles at
leaves

YOKOHAMA	COLOMBO	HAI	KONG	LONDON	LES	LOND
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p.m.		about	about	—		
	NOHARA	Aug. 22	Aug. 27	MOORE	Sand	25 Oct

NOVARA	Aug. 23	Aug. 27	MOLZA	Sep. 23	Sep. 27
SARDINIA	Sep. 6	Sep. 10	MALLOJA	Oct. 9	Oct. 13
NANKIN	Sep. 20	Sep. 24	ARABIA	Oct. 23	Oct. 27

Sept. 19	MALTA ...	Oct. 4	Oct. 9	+ MOLDAVIA	Nov. 6	Nov.
—	NOVARA ...	Oct. 18	Oct. 22	+ KHYBER ...	Nov. 20	Nov.

Oct. 25	SARDONIA	Nov. 1	Nov. 6	MEDINA	Dec. 4	Dec. 1
Nov. 8	NANKIN	Nov. 15	Nov. 19	MONGOLIA	Dec. 18	Dec. 1

	MALTA	Nov. 29	Dec. 4	MALWA	Jau. 1	Jau.
	NOVARA	Dec. 13	Dec. 17	MOOLTAN	Jan. 15	Jan.

+ Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—

1st Saloon-	"A"	Accommodation	Single	£74.	Return	£111.
	"B"	"	"	£18.	"	£102.

2nd Saloon	"A"	"	"	£52.	"	£78.
	"B"	"	"	£48.	"	£72.

				MARSEILLES	
1st Sa'oon	"A"	Accommodation	Single	£70.	Return £105.
	"B"			65.	85.

2nd Saloon	"B"	"	"	264.	"	280.
	"A"	"	"	£50.	"	£75.
	"B"	"	"	£46.	"	£69.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILING2.

	Leave	Leave	Leave	Leave	Due at	Due
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STEAMERS,	Y'HAMA.	SHANGHA	H'KONG.	S'PORE.	M. SWILLES. if calling	LOND
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about	about	about	about	about	about
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NORE	Sept. 13	Sept. 23	Sept. 29	Oct. 6	Nov. 9	Nov. 19
NELLORE	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 19

NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30 1916	Jan.
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NAMUR	Dec. 6	Dec. 16	Dec. 22	Dec. 23	Jan. 27	Feb.
			1916	1916	1916	

KASHMIR ... Dec. 20 | Dec. 30 | Jan. 5 | Jan. 11 | Feb. 10 | Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

1st Saloon £58 Single £87 Return, 2nd Saloon £42 Single: £63 Return

FARES TO Marseilles:
1st Saloon £54 Single. 2nd Saloon £41 Single.
Stated with the Messager System of Wireless Telegraphy

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—**E. A. HEWITT.**

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[illegible]

Figure 1

Abstract

